Please print or type in the unshaded areas only

U.S. Environmental Protection Agency Washington, DC 20460

Form Approved. OMB No. 2040-0086

Approval expires 5-31-92



Application for Permit to Discharge Storm Water Discharges Associated with Industrial Activity

Paperwork Reduction Act Notice

Public reporting burden for this application is estimated to average 28.6 hours per application, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate, any other aspect of this collection of information, or suggestions for improving this form, including suggestions which may increase or reduce this burden to: Chief, Information Policy Branch, PM-223, U.S. Environmental Protection Agency, 1200 Pennsylvania Avenue, NW, Washington, DC 20460, or Director, Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20503.

For each outfall, list the latitude and longitude of its location to the nearest 15 seconds and the name of the receiving water. A. Outfall Number (list) B. Latitude C. Longitude C. Longitude C. Longitude C. Longitude D. Receiving Water (name) D. Receiving Water (name) Los Angeles Inner Harbor via Stormdrain Los Angeles Inner Harbor via Stormdrain

II. Improvements

A. Are you now required by any Federal, State, or local authority to meet any implementation schedule for the construction, upgrading or operation of wastewater treatment equipment or practices or any other environmental programs which may affect the discharges described in this application? This includes, but is not limited to, permit conditions, administrative or enforcement orders, enforcement compliance schedule letters, stipulations, court orders, and grant or loan conditions.

Identification of Conditions,		2. Affected Outfalls		4. Final Compliance Date		
Agreements, Etc.	number	source of discharge	Brief Description of Project	a. req.	b. pro	
	1					
	+					
***************************************		***************************************				

B: You may attach additional sheets describing any additional water pollution (or other environmental projects which may affect your discharges) you now have under way or which you plan. Indicate whether each program is now under way or planned, and indicate your actual or planned schedules for construction.

III. Site Drainage Map

Attach a site map showing topography (or indicating the outline of drainage areas served by the outfalls(s) covered in the application if a topographic map is unavailable) depicting the facility including: each of its intake and discharge structures; the drainage area of each storm water outfall; paved areas and buildings within the drainage area of each storm water outfall, each known past or present areas used for outdoor storage of disposal of significant materials, each existing structural control measure to reduce pollutants in storm water runoff, materials loading and access areas, areas where pesticides, herbicides, soil conditioners and fertilizers are applied; each of its hazardous waste treatment, storage or disposal units (including each area not required to have a RCRA permit which is used for accumulating hazardous waste under 40 CFR 262.34); each well where fluids from the facility are injected underground; springs, and other surface water bodies which received storm water discharges from the facility.

EPA Form 3510-2F (1-92) Page 1 of 3 Continue on Page 2

Continued for	om the Front				
IV. Narrat	ive Description of Pollutar	t Sources			
A Foread drained	houlfall, provide an estimate of the area (by the outfalt	ncluda unita) of repencija surfaci	es (including pave	d areas and bujiding roofs) disinad to the outfall, o	nd an extrodic of the loter surface grain
Quifeli Namber	Anns of impervious Surface (provide units)	Yetal Area Drained (provide unds)	Cuttall Number	Area of Imperiorum Surface (provide unita)	Yotal Area Chained (provide units)
003	1.5	3.2 acres			
to storn	n water, method of treatment, storac	je, or disposal; past and pre	sent materials r	ee years have been treated, stored or dispos management practices employed to minimiz frequency in which pesticides, herbicides, si	e contact by these materials with
Refer th (Plan (ave.	the site specific Storm Wat lable upon request/	er Pollution Prevéntic	on Plan (SWP	(PP) and Spill Prevention Control	and Countermeasure (SPCC)
descrip		ir receives, including the sch		structural control measures to reduce poliut of maintenance for control and treatment m	
Outfall Number		Ţ	reatment		List Codes from Table 2F-1
903	event of an emergency dis- analyzed in accordance wi-	charge, samples will i th the NPDES permit re ity's SPCC, operators	pe collected equirements are trained	s accumulated storm water. In the from the accumulated storm water prior to discharge. In addition, to inspect for surface oil sheet to discharge.	rabd in
V. Nonsto	rmwater Discharges				
				sted or evaluated for the presence of nonst Form 2C or From 2E application for the out	
Name and C	Official Title (type or print)	Signature	***************************************		Date Signed
Jason Lee,	, Director - HS&B		-L		7/14//8
Bach outfa		mahiy and during dish		ge points that were directly observed during a ts for nonstormwater discharges.	a teat
VI. Signifi	cant Leaks or Spills				
	xisting information regarding the higher date and location of the spill or le			or hazardous pollutants at the facility in the	e last three years including the
No signé	ficant spills or Tesks bave	cocurred in the lasc	three years	ş.	
EPA Form 35	510.2F (1.92)	Pa	ige 2 of 3		Continue on Page 3

Continued from Page 2

EPA ID Number (copy from Item 1 of Form 1) CND099149243

VII. Discharge Information						
	oceeding. Complete one set of tables for each out re included on separate sheats numbers VII-1 and		space provided.			
E. Potential discharges not covered by analysis — is any toxic pollulant listed in table 2F-2, 2F-3, or 2F-4, a substance or a component of a substance which you currently use or manufacture as an intermediate or final product or byproduct?						
Yes (list all such poliutants	below)	No (go to Section (X)				
Cresol, methyl mercapian, naphin	enic acid, and cyclohexane are all tr	ace componente in crude and :	efined petroleum products.			
Aluminum, iron, magnesium and ma result of contact wint the facil contaminants to the discharge.	ganese as well as other trace inorgan ity soils. Sainwater and the potable :	io chemicals are present in t water used for hydrostatic to	he atorm water runoff as a ating will also add trace			
Chloroform and other chlorine di potable water supply used for te	sinfection byproducts may be present : sting;	in hydrosistics test water be	cause they are present in the			
VIII. Biological Toxicity Testing	Data					
Do you have any knowledge or reason to	believe that any biological test for acute or chronic	c toxicity has been made on any of you	ir discharges or on a receiving water in			
relation to your discharge within the last 3 V Yes (list all such pollutants to	years?	No (go to Section IX)				
	exococcus; testing performed on each;		······································			
Yes (list the name, address,	VII performed by a contract taboratory or consulting and telephone number of, and pollutants	ng firm?				
A. Name	tebaratory or firm below) B: Address	C. Area Code & Phone No.	D. Poliulants Analyzed			
TestAMerica	17461 Derlan Avenue Scite 100	(949) 261-1022	MPDES Required Pollutants			
	Trvine, CA 92614					
X. Certification						
I certify under penalty of faw that this doc that qualified personnel properly gather at directly responsible for gathering the info	ument and all atlachments were prepared under i id evaluate the information submitted. Based on m mation, the information submitted is, to the best ig false information, including the possibility of fine	y inquiry of the person or persons who of my knowledge and belief, true, acc	manage the system or those persons turate, and complete, I am aware that			
A. Name & Official Title (Type Or Print)		B. Area Code and Phone No.				
Jason Lee, Director - HS&	£	(\$62) 495~5490				
C. Signature	*	D. Date Signed				
	Z	719118				
EPA Form 3510-2F (1-92)	Page 3 of 3	* * * * * * * * * * * * * * * * * * *				

VII. Discharge information (Continued from page 3 of Form 2F)

Part A – You must provide the results of at least one analysis for every pollutant in this table. Complete one table for each outfall. See instructions for additional details.

		um Values ide units)		erage Values iclude units)	Number	
Pollutant and CAS Number (if available)	Grab Sample Taken During First 20 Minutes	Flow-Weighted Composite	Grab Sample Taken During First 20 Minutes	Flow-Weighted Composite	of Storm Events Sampled	Sources of Pollutants
Oil and Grease	<4.8 mg/L	N/A	N/A	N/A	1.00	Outfall 003
Biological Oxygen Demand (BOD5)	1.4 mg/L	N/A	N/A	N/A	1.00	Stormwater runoff
Chemical Oxygen Demand (COD)	20 mg/L	N/A	N/A	N/A	1.00	from petroleum storage tank farm.
Total Suspended Solids (TSS)	31 mg/L	N/A	N/A	N/A	1.00	
Total Nitrogen	N/A	N/A	N/A	N/A		
Total Phosphorus	N/A	N/A	N/A	N/A		
pH	Minimum 7,85	Maximum 7.85	Minimum	Maximum		

Part B – List each pollutant that is limited in an effluent guideline which the facility is subject to or any pollutant listed in the facility's NPDES permit for its process wastewater (if the facility is operating under an existing NPDES permit). Complete one table for each outfall. See the instructions for additional details and requirements.

		um Values ide units)		age Values lude units)	Number	
Pollutant and CAS Number (if available)	Grab Sample Taken During First 20 Minutes	Flow-Weighted Composite	Grab Sample Taken During First 20 Minutes	Flow-Weighted Composite	of Storm Events Sampled	Sources of Pollutants
Ar 7440-38-2	>0.01 mg/L					Outfall 003 - Stormwater run off
Be 7440-41-7	>0.002 mg/L					from petroleum storage tank farms
Cd 7440-43-9	>0.005 mg/L					
Cr 7440-47-3	0.0027 mg/L					
Cu 7440-50-8	0.043 mg/L					
Pb 7439-92-1	0.0041 mg/L					
Hg 7439-97-5	>0.0002 mg/L			***************************************		
Ni 7440-02-0	0.0024 mg/L					
Se 7782-49-2	>0.01 mg/L					
Ag 7440-22-4	>0.01 mg/L					
Th 7440-28-0	>0.01 mg/L			***************************************		
Zn 7440-66-6	0.061 mg/L			***************************************		
Benzene 71-43-2	>2.0 µg/L					
DBCM 124-48-1	>2.0 µg/L					
BDCM 75-27-4	>2.0 µg/L					
Ethylbenzene	>2.0 µg/L			***************************************		
Toluene	>2.0 µg/L					
117-81-7	>52 µg/L					
84-74-2	>21 µg/L					
Phenolics	>0.05 mg/L					
Specific Cond.	78 µmhos/cm					
TOC	2.3 mg/L					
Ammonia	0.28 mg/L					
ТРН	0.92 mg/L					
Set. Solids	0.1 mL/L/Hr					
Turbidity	20 NTU					
4,4-DDT	>0.1 µg/L					
PCBs	>1.0 µg/L					
Benzo(a)pyrene	>10 µg/L					
Chrysene	>10 µg/L					

	t each pollutant sho			u know or have reason to	belie	ve is preser	nt. See the instruc	tions for additional details and
rec	}	e one table for each out			·····		T	
	Maximum Values (include units)		Ave	rage Values clude units)		Jumber		
Pollutant	Grab Sample		Grab Sample	Chide thins)	1,	of		
and CAS Number (if available)	Taken During First 20 Minutes	Flow-Weighted Composite	Taken During First 20 Minutes	Flow-Weighted Composite		Storm Events ampled	So	urces of Pollutants
Sb 7440-36	>0.1 mg/L	Composite	initiates	Composite		,		
Asbestos	>0.5 MFL							
Fecal Coli	>1600 MPN							
Xylenes	>2.0 µg/L							
Sulfate	10 mg/L				<u> </u>			
MBAS	0.1 mg/L							
Napthalene	0.26 µg/L							
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			***************************************					***************************************
Part D Pr	ovide data for the st	orm event(s) which resu	Ited in the maxim	um values for the flow wei	ghted	composite	sample.	
1.	2.	3.		4.			5.	6.
Date of Storm Event	Duration of Storm Event (in minutes)	Total rain Total rain during storm (in inche	event	Number of hours betwee beginning of storm meas and end of previous measurable rain ever	ured	ra (galloi	flow rate during in event ns/minute or cify units)	Total flow from rain event (gallons or specify units)
		N//A		N/A				
						-		
						-		
		ethod of flow measuren						
		n the tank contai That the water mee			ough	an oil-w	ater separato	r at a controlled rate

ATTACHMENT 9

ULTRAMAR INC., A VALERO ENERGY CORPORATION COMPANY

WILMINGTON MARINE TERMINAL

STORMWATER POLLUTION PREVENTION PLAN (SWPPP)

August 2017 (REVISION)

OWNED AND OPERATED BY ULTRAMAR INC.
A SUBSIDIARY OF VALERO ENERGY CORPORATION

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Appendix 1: Storage Tank Service and Materials Stored

Appendix 2: Storm Water Pollution Prevention Team

Appendix 3: Storm Water Discharge Compliance

Appendix 4: Storm Water Training Syllabus

Appendix 5: Marine Terminal NPDES Permit

List of Common Terms, Acronyms, and Abbreviations Used

"BMPs" Best Management Practices, as that term is defined in the

NPDES permit

"LARWQCB" Los Angeles Regional Water Quality Control Board

"NPDES" National Pollutant Discharge Elimination System

"POLA" Port of Los Angeles

SPCC Plan Spill Prevention, Control and Countermeasure Plan

"SCAQMD" South Coast Air Quality Management District

"SWPPP" Stormwater Pollution Prevention Plan as that term is used

in the NPDES permit.

CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. On the basis of my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information including the possibility of fine and imprisonment for knowing violations.

Signature
Mark Phair
Printed Name
Vice President and General Manager
Title
Date

Section I

INTRODUCTION

Valero Energy Corporation, through its subsidiary Ultramar Inc., operates a Marine Terminal at 961 La Paloma Avenue, Wilmington, California (the "Marine Terminal"). On August 9, 2007, the Los Angeles Regional Water Quality Control Board (RWQCB) issued the Marine Terminal a new NPDES permit (Order No. R4-2007-0039, NPDES No. CA0055719) establishing waste discharge, monitoring, and reporting requirements. Under the new NPDES permit, which became effective on September 8, 2007, the Marine Terminal is allowed to discharge up to 1.02 million gallons per day (mgd) of storm water runoff and hydrostatic test water. This revision incorporates the latest modifications that have occurred in the Marine Terminal since the last SWPPP update in November 2007.

The Marine Terminal NPDES permit requires the implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP outlines site-specific management processes for minimizing storm water runoff contamination and for preventing contaminated storm water runoff from being discharged directly into surface waters. The SWPPP will be maintained at the Marine Terminal and updated as necessary.

The objectives of this SWPPP are

- To define the system for storm water management at the Marine Terminal.
- To identify and evaluate sources of pollutants associated with Marine Terminal operations that may affect the quality of storm water discharges and authorized non-storm water discharges.
- To identify and implement site-specific best management practices (BMPs) to reduce or prevent pollutants associated with Marine Terminal activities in storm water discharges.
- To establish management and operating responsibility for SWPPP implementation.

ULTRAMAR INC., MARINE TERMINAL SWPPP

This SWPPP is organized in five sections:

Section I: <u>Introduction</u>

Section II: Facility Description and Background describes the Marine Terminal and

discusses SWPPP background, including the team responsible for implementation, and other directly related plans and regulatory

compliance requirements.

Section III: Storm Water Management Systems discusses the systems for collection,

management, and discharge of storm water, and the facility-wide BMPs.

Section IV: Assessment of Potential Pollutants Sources and Effectiveness of BMPs

evaluates the storm water system discharges and BMPs for each of three

areas of the Marine Terminal.

Section V: <u>Inspection, Reporting, and Training</u> sets out the inspection program,

internal and external reporting, and employee training.

Section II

FACILITY DESCRIPTION AND BACKGROUND

A. The Marine Terminal

The Marine Terminal ("Terminal") is located at 961 La Paloma Avenue in Wilmington, Los Angeles County, California (see Figure 1), and lies within the harbor area boundaries of the Port of Los Angeles (POLA). The property consists of approximately eight acres (excluding the pier and roads), which are leased from the POLA. The Terminal is located on property known as Mormon Island, which historically has been a primary POLA hydrocarbon and bulk liquid transfer and storage location. The surrounding area is essentially flat and is at sea level. The nearby waterways include Los Angeles Harbor Slip Number 1, which serves the Terminal, and the East Basin Channel, both of which feed into the harbor's main ship channel (see Figure 1). The area is industrial and commercial and supports various marine-transportation-related enterprises. Marine terminals with bulk storage facilities border the Ultramar terminal on the north and south. Other facilities related to the POLA are located to the east.

The Terminal serves as a hydrocarbon bulk unloading, storage, and distribution facility for Valero's Wilmington Refinery, located approximately two miles to the northeast, and is connected to the refinery by pipelines. Originally operated by Edgington Oil Company, the Terminal was briefly run by Champlin Petroleum Company and Union Pacific Resources Company beginning in 1983. Operations under the Ultramar Inc. name commenced in 1989. In 2001, Ultramar was acquired by Valero Energy Company, which will continue to operate the Terminal in support of the Wilmington Refinery. Presently, there are 15 tanks in use for storage of feedstocks prior to transshipment to the Wilmington Refinery. Appendix 1 shows the hydrocarbon service for each of these tanks. Four smaller tanks are used for slop oil storage.

As shown on Figure 2, the Terminal consists principally of a dock, two tank farms located west of La Paloma Avenue, two tank farms located east of La Paloma Avenue on each side of Hermosa Street, two separate tank truck unloading racks, and various auxiliary facilities. The tank farms west of La Paloma Avenue were developed between 1940 and 1954, and the tank farms east of La Paloma Avenue were developed between 1959 and 1977.

The Terminal piers are used for loading and unloading of materials from marine tankers. Three valve batteries on the pier are used for tanker unloading. These consist of valves and manifolds that link the vessel with the dock lines. The dock lines connect through the dock pumps to

storage tanks in the tank farms. A Vapor Control Unit was installed in December 2005 to service loading marine vessels with the following commodities: gas oil, decant oil, diesel oil and light cycle oil.

B. Storm Water Pollution Prevention Team

The Refinery Environmental, Health and Safety Director in the Environmental Department has overall responsibility for the SWPPP. The Marine Terminal Supervisor has the overall responsibility of storm water management at the Terminal, including monitoring and inspection. The Environmental Department prepares and files all required reports and updates the SWPPP as needed.

The Refinery Emergency Response Team (ERT) is responsible for responding to all emergency situations. It has principal responsibility for carrying out the plans noted in Section II.C. The ERT is on 24-hour standby at the refinery, is activated as soon as a release of any material that might pose a hazard has been discovered, and responds immediately to any notification. This includes potential pollutants that might affect the quality of storm water discharge. The ERT has full training in hazardous materials response. See Appendix 1 for the list of responsible individuals.

The Marine Terminal maintains on-site spill containment equipment and cleanup materials. Any spill onto the surface area of the Terminal is promptly cleaned up. To contain a spill, should it reach the water, a permanent inshore catch boom will hold any surface hydrocarbons in the spill location for cleanup. In addition, a temporary boom can be placed in the water beneath the transfer connections to supplement the permanent inshore boom. A movable offshore boom can also be deployed. Full containment and cleanup measures are detailed in the Oil Spill Contingency Plan and the Oil Spill Response Manual.

C. Existing Facility Plans and Other Related Regulatory Requirements

This SWPPP incorporates the following plans and regulatory requirements that impact, complement, or are consistent with the requirements of the NPDES Permit:

1) Spill Prevention, Control and Countermeasure (SPCC) Plan: Applies to the Terminal and includes the Oil Spill Response Plan and primary and secondary containment systems and other controls in the event of a discharge of hydrocarbons or other hazardous materials.

- 2) Marine Terminal Operating Manual
- 3) Oil Spill Response Manual: Establishes procedures for immediate response to and cleanup of oil spills and includes by reference the Clean Coastal Waters Oil Spill Cooperative Plan.
- 4) <u>Risk Management and Prevention Plan</u>: Procedures for minimizing the risks of materials handling and coordinating with local emergency personnel.
- 5) Other Manuals and Procedures: These include the Safety Manual, the Training Manual, the Hazard Communications Manual, the Pipeline Operations and Maintenance Manual, and the Emergency Response Manual.
- 6) South Coast Air Quality Management District Regulations:
 - Rule 403: Fugitive Dust Control. Requires controls on activities which could result in release of fugitive dust.
 - Rule 463 / Rule 1178: Tank Seal Inspection. Requires quarterly inspection of the integrity of floating roof tank seals.
 - Rule 1166: Volatile Organic Compound Emissions from Decontamination of Soil. Establishes limits, mitigation plans, and permits for handling of contaminated soil.
 - Rule 1173: Fugitive Emissions of Volatile Organic Compounds. Ongoing inspection and maintenance program for all affected valves, fittings, pumps, compressors, pressure relief devices, diaphragms, hatches, sight glasses, and meters.
- 7) <u>Hazardous Waste Management Regulations</u>: California Department of Toxic Substances Control and U.S. Environmental Protection Agency (U.S. EPA).
 - Title 22, California Code of Regulations §66262.10 *et seq.*, Standards Applicable to Generators of Hazardous Waste, including waste handling, manifesting, accumulation time, storage (22 CCR§66464.170), and reporting.

D. Significant Spills and Leaks

Table 1 summarizes spills and leaks in excess of reportable quantities (40 CFR, Parts 110, 117, and 302) at the Marine Terminal since 1994. All these spills and leaks were contained and cleaned up on-site and none of the materials were present in significant quantities in storm water or non-storm water discharges from the Terminal. No toxic chemicals (listed in 40 CFR, Part 302) have been discharged and reported on U.S. EPA Form R.

TABLE 1

<u>History of Significant Spills and Leaks</u>

Date	Material	Location/ Component	Brief Description
January 1994	Oil & Grease	North Truck Rack	Unknown quantity washed from slop oil sump during storm; immediate cleanup with adsorbents.
July 1994	Oil	Pipeline	During demolition, a pipeline was cut and spill of approximately ½ gallon reached the harbor. Contained and cleaned up.
February 2001	Gas Oil	Temporary Pump	During temporary connection of pump to drain storm water, 2-4 gallons of oil spilled on ground and was carried to harbor through storm drain. Contained and cleaned up.
May 2003	Gas Oil	Oil Spill into Harbor Water	During hydro-testing of dock hoses, some raw gas oil was spilled, causing a slight sheen of approximately 3-4 feet on the water. The sheen did not extend past the perimeter boom.
March 2005	Jet Fuel	Area 94-FT-9001, Flange Gasket	Flange gasket failure resulting in release of approximately 12 barrels of jet fuel. The volatility of jet fuel is very low. Therefore, none of the spill was assumed to evaporate to air.
July 2008	Raffinate	Underground	Approximately 1,300 lbs of raffinate leaked underground. Soil was excavated and sent off-site for disposal.
July 2010	RGO	Tank 99-T-30002 MX1 Seal Leak	While making rounds after a reported earthquake, Marine Terminal operator noticed rgo leaking from mechanical seal for tank mixer on 99T30002. The curbed concrete pad located directly under the mixer was approximately half full of raw gas oil – approximately ten gallons.

ULTRAMAR INC., MARINE TERMINAL SWPPP

October 2010	RGO	Leaking Pan Pacific Trailer	Pacific Raw Gas Oil (RGO) cargo tanker #115A (Type MC-307 low pressure insulated chemical/cargo tanker) arrived at the scales dripping RGO. Driver repaired leak, cleaned up spilled RGO, and proceeded to the Marine Terminal to offload. Upon arriving at the Marine Terminal and waiting in the staging area, the tanker started dripping RGO on the road. The driver stopped the leak, cleaned up the spilled RGO, and offloaded. A total of approximately 1 lb was spilled.
May 2014	LCO	Spill on the side of MT TK-120002	MT Operators found that 10 gallons of LCO had been spilled on tank platform and ran down side of tank.
May 2014	Gas Oil	Pipe Leak releasing gas oil	During operator rounds about 10 gallons of gas oil, was discovered on the concrete containment area floor, underneath the walkway, in parcel 4 at P-21 & P-22 manifold area, which drains into a sump pump. The leak was most likely from a 16/150 flange gasket due to thermal expansion.
July 2014	RGO	Marine Terminal RGO Spill From 12" Transfer Line	During a decant line flush approximately 1 bbl of RGO was released due to a blocked valve which caused the leak on a 12" transfer line.
November 2014	HTGO	HCBN in Roof drain at 199-TK-4051	Operator opened the valve, and witnessed product (HTGO) coming out of the roof drain. The operator immediately isolated the roof drain valve. Approximately 10 gallons had spilled out. Operator covered with absorbent pads and notified shift supervisor.
April 2016	Oil	Out of service line leak	Out of service Line thermal up causing about 15 gallons oil to leak on the concrete containment area. Line has been isolated. Operator Traced the line and isolated it.
June 2016	НТСО	199 MX01B	While making rounds MTF operator found 199MX01B dripping HTGO to dirt. 199MX01B has been tagged out of service since 08/22/13. Approximate spill amount < 1 gallon.

Section III

STORM WATER MANAGEMENT

This section describes the Marine Terminal's storm water management systems and gives an overview of the BMPs.

Figure 2 is the SWPPP site plan showing

- The direction of storm water flow for each area of the Terminal.
- Structural controls that affect storm water discharges.
- Areas impervious to rainfall. The principal paved areas are roads, truck loading racks, and parking lots. Covered areas are shown as buildings, tanks, or other structures.
- Soil erosion. The property is flat and there are no areas of soil erosion. Nearby water bodies are shown on Figure 1.
- Authorized non-storm water discharges are discussed in Section III and take place in the tank farm areas.
- Areas impacted by run-on from surrounding areas. There is no significant run-on from surrounding areas.

A. Storm Water Management Systems

The Marine Terminal has two separate systems for the management of storm water.

1. The Storm Water Collection, Treatment, and Discharge System

The Storm Water Collection, Treatment, and Discharge System (the "Storm Water System") collects storm water falling in the tank farm areas except that storm water which falls directly into units connected to the Slop Oil System. Figure 2 shows the drainage patterns, drainage areas, storm water management system elements, and discharge points. All discharges from the Storm Water System are covered by the NPDES permit and monitored for compliance with discharge requirements.

Each of the four tank farms has a concrete containment wall. The height of the walls, discussed in Section IV, varies with the property area in each parcel to establish the necessary containment. Most storm water at the facility is accumulated within the tank farm containment walls and

conveyed to the Storm Water System. One exception to this is that storm water falling on the dock access road and the dock flows directly to the harbor.

The tank farm areas are primarily unpaved and have the capability to retain, percolate, and evaporate storm water. Water accumulated within the containment walls is not usually discharged immediately but held for maximum evaporation and absorption.

Discharge from the tank farm areas is managed sequentially based primarily on surface area and holding capacity. Discharge is controlled by a shutoff valve and pumps at each oil water separator. This allows the operator to ensure that excessive amounts of water are not accumulated in any tank area. Normally, storm water in the Parcel 1 and 2 tank farms is released first, as these have the smallest surface area, then the Parcel 3 tank farm, and finally the Parcel 4/5 tank farm, which has the largest surface area. As of 2006, the Marine Terminal has ceased discharging storm water from Parcels 1, 2, and 3 due to fish toxicity results from these locations. Ultramar may continue to discharge storm water from Parcels 1, 2, and 3 if all applicable effluent limitations are met. Storm water from these parcels are pumped to the slop-oil tank 99-TK-1 and then directed to the refinery wastewater treatment system prior to discharge to a publicly owned treatment works (POTW) subject to the Los Angeles County Sanitation District (LACSD) discharge permit conditions.

When discharges from all parcels occur, storm water is directed to one of three gravity oil-water separators for removal of petroleum hydrocarbons. Flow to the separators is controlled so that their effectiveness can be monitored and maximized. These are three-stage separators. Oil, grease, and other free hydrocarbon product are collected in the first stage of each separator. If significant amounts of oil accumulate, the oil is skimmed off using a vacuum truck and is either taken to the refinery for processing or returned to a product tank. If necessary, sorbant pads are used to remove smaller oil accumulations. The pads are replaced when they become saturated with oil, are stored temporarily on-site in a sealed bin, then manifested for off-site waste disposal. Water flows sequentially through the next stages prior to release to the La Paloma Avenue storm drain.

Each of the three oil-water separators discharges to the main line from a discharge and sampling point (Number 001, 002, and 003) to a POLA storm drain line under La Paloma Avenue that conveys water to an outfall at the southwest corner of the Marine Terminal property. The separator in Parcel 3 is presently discharged via a temporary hose to a surface drain on La Paloma Avenue, where it flows to the main line (POLA has deferred a direct connection due to the possible return of this parcel). The other two separators connect directly to the line.

The La Paloma Avenue main line has a control valve, as shown on Figure 2, that is normally kept closed and locked. The Harbor Division maintains personnel on 24-hour availability who are responsible for opening the valve whenever a storm is imminent. This effectively controls the possibility of unauthorized discharges to the harbor.

In addition to storm water, hydrostatic water is (infrequently) generated on-site during integrity testing of storage tanks and/or pipes. At the conclusion of the tank integrity testing, hydrostatic test water is analyzed first to determine compliance with the NPDES permit limitations. If test results show that all parameters are within discharge limitations, the hydrotest water is discharged through a temporary hose to Discharge Point 004, directly to the Los Angeles Inner Harbor. If any single parameter exceeds the limits set forth in the NPDES permit, the hydrotest water is sent to the refinery wastewater treatment system for discharge to the POTW, subject to LACSD limitations.

2. Slop Oil Recovery System

The Slop Oil Recovery System consists of nine collection sumps located where hydrocarbon handling takes place (vessel unloading valves, certain pumps, and the truck loading racks). Figure 3 shows the principal elements of the Slop Oil Recovery System. The system is entirely separate from the storm water collection, treatment, and discharge system and ensures that storm water falling on units where there is the potential for higher hydrocarbon exposure does not enter the Terminal's storm water discharge.

Hydrocarbons that are collected in the sumps are transferred through a system of pipes to the primary slop oil tanks (Tanks 99-TK-1 and 99-TK-2) by level-activated pumps. These tanks normally receive all of the slop oil in the system and are interconnected to fill simultaneously. Oil and rainwater in these tanks are transferred by pipe or vacuum truck to secondary slop oil tanks in Parcel 1 (Tank 99-TK-7302). The secondary tank augments overall system capacity and provides additional capacity during major storms. The slop oil is then transferred via pipeline to the Wilmington Refinery slop oil system. At the refinery, slop oil is recycled and processed for product recovery.

B. Best Management Practices

BMPs are the basic tool for compliance with the NPDES permit and are implemented as part of this SWPPP to reduce or prevent potential storm water pollution. Each pollutant and its source may require one or more BMPs. Some may be general and cover a range of pollutants or areas and others may be specific for particular pollutants or areas.

BMPs fall into two categories:

- Non-Structural BMPs. These consist generally of procedures; processes; scheduling of activities and management controls, such as inspections, good housekeeping, preventive maintenance, materials handling practices, quality assurance, and record keeping; and internal reporting.
- <u>Structural BMPs</u>. These consist generally of structural improvements that reduce, prevent, or control pollutants in storm water, including retention basins, bermed or diked areas, runoff and flow controls, and treatment.

The Storm Water System and the Slop Oil Recovery System as described above are the primary structural BMPs for the Marine Terminal. Table 2 summarizes other BMPs generally in effect for the entire Terminal. Section IV discusses specific BMPs for each of three areas of the Terminal.

TABLE 2

Generally Applicable Best Management Practices

ВМР	Description
Current Non-Structural	
Oil Spill Response	Any oil spill is cleaned up immediately under the provisions of the Terminal
	SPCC plan (see Section II.C).
Minor Oil Discharge Cleanup	All minor spills and leaks are reported immediately to Logistics and cleaned up
	as soon as reported.
Employee Training	See Section IV
Inspection program	See Section IV & NPDES Permit
Record Keeping	See Section IV & NPDES Permit
Storm Water Management	Prior to each storm season, all components of the storm water management and
System Pre-Storm Season	control system will be inspected and cleaned. This included all culverts, gutters,
Housekeeping (September)	oil-water separators, connection lines, manholes, access to sewers, and low
	points where storm water may be retained.
Slop Oil System: Pre-Storm	Prior to each storm season and regularly during the storm season, all exposed
Season Inspection and	components of the slop oil system will be inspected and cleaned as needed. This
Cleanup; Regular Storm	includes all sumps, other collection points, and gutters.
Season Cleanup	
Current Structural	
Tank Farm Containment	Each of the four tank farms is fully contained. Each tank farm walled area has
	sufficient capacity to contain the volume of the largest tank plus precipitation.
	(General rule applied is that diked area capacity is 110% of the volume of the
	largest tank.)

Section IV

ASSESSMENT OF POTENTIAL POLLUTANT SOURCES AND EFFECTIVENESS OF BMPs

This section describes and evaluates storm water management and BMPs for each of three areas of the Marine Terminal:

- Area 1: Dock, dock vicinity, and the dock access road
- Area 2: Two tank farms west of La Paloma Avenue (Parcel 1 & Parcel 2) and adjacent facilities
- Area 3: Two tank farms east of La Paloma Avenue (Parcel 3 & Parcel 4/5) and adjacent facilities

For the purposes of this SWPPP, each of the three areas was evaluated considering the following:

- Activities, facilities, and materials handled, including any waste generation and significant material exposure
- Storm water drainage system and flow patterns and non-storm water discharges
- Potential for dust generation
- Assessment of pollution potential, effectiveness of current BMPs, and need for additional BMPs

As noted above, discharges from Parcels 1, 2, and 3 have ceased since 2006 due to the fish toxicity exhibited to fathead minnow test species.

A. AREA 1: Dock, Dock Vicinity, and Dock Access Road

1) Facilities, Activities, and Materials

- Dock and Dock Pumps: Vessel unloading and transfer of refinery feedstocks and intermediate products.
- Roads: Dock access road and parking. Normal road traffic, operator and contractor parking, staging for contractor activities.
- Warehouse and Security Post: The warehouse is a fully contained metal structure on a cement pad and houses a crane used in docking operations, an outboard motor boat, compressed air cylinders, drums on pallets, a flammable materials storage cabinet, and various tools and supplies.

- Fueling and Maintenance: Boom boat and dock crane fueling and maintenance occur in the warehouse.
- Blending Area: Pumps and valves for product blending prior to transfer. Also out of service, and return to service not expected.
- Roll Off Bins & Dumpsters: Miscellaneous wastes. May temporarily contain oily residue from cleanup and separators.
- Detergent Storage: Detergent for general cleanup purposes stored in a polyethylene container located a across from the warehouse.
- Boat Shed: Houses outboard motorboat.

2) Storm Water Drainage System and Flow Patterns

The dock access road provides access to the western portion of the facility, including the dock. Storm water in the area generally flows to the west and south towards the harbor. A storm drain located at a low point outside the southwest corner of the west tank farm receives the runoff from this area access road. The drain discharges runoff directly to the harbor at a point immediately to the east. This area is not connected to the storm water collection, treatment, and discharge system, and the discharge is untreated.

The blending area has a concrete pad and is also bermed to separate it from the adjacent area of uncontrolled drainage. Drainage is to the Slop Oil Recovery System.

Rain falling on the dock drains immediately into the harbor. Each of the three valve batteries on the dock has a large, steel catch pan. These pans contain any spillage that might occur during connection and disconnection of the transfer lines and will also contain any rainfall onto the area of the valve batteries. Each pan is connected to an onshore sump that drains to a central sump at the dock pump station. This sump is then pumped to the Slop Oil Recovery System.

3) Potential for Dust Generation

This area is fully paved or under roof and is not a source of dust.

4) Non-Storm Water Discharges

There are no non-storm water discharges in this area.

5) Best Management Practices

TABLE 3

Best Management Practices Applicable to Area 1

BMP	Description
Current Non Structural	
Paved Area Sweeping	Roadway and parking areas are swept regularly with a commercial street sweeper.
Waste Handling	Waste materials generated at the facility are segregated. The Waste Coordinator inspect, pack, and manifest oily wastes for proper disposal off-site. Empty drums are promptly taken to the refinery for appropriate reuse or returned to the vendor. A HazMat contractor checks storage bins every week and prepare materials for off-site disposal.
Contractor Practices	Contractors are instructed to promptly clean up all materials and to protect any wastes from exposure to storm water.
Spill Cleanup/Training	Adsorbents and other materials are maintained and available in the warehouse to clean up spills. Regular training is conducted for Terminal operators under SPCC Plan and Oil Spill Response Manual.
Inspection and Cleaning	Routine, regular inspection and cleanup of dock area and valve battery pans is conducted; valve battery catch pans are routinely inspected and cleaned prior to each transfer operation. Routine, regular inspection is conducted to ensure proper waste storage, including proper closing of bins.
Current Structural	
Containment	The proposed metering station, the blending area, dock pumps, and valve batteries are fully contained and connected to the slop oil system to prevent hydrocarbons from migrating to the outlying uncontrolled-drainage areas. This also serves to contain any storm water falling within these units and processes the storm water through the slop oil system.
Buildings	Warehouse and all materials and activities are under roof and not exposed to storm water. Because the warehouse is covered, none of its contents is expected to contact storm water.
Waste Storage	Covered metal bins marked for hazardous and non hazardous non-liquids.
Detergent Storage	Contained by a 6" curb to contain drips or spills; routine cleanup of any residual in containment area.
Spill Containment	Permanent inshore boom; 1,500 feet of additional boom, boom deployment boat, and crane are immediately available for spill containment and control subject to SPCC Plan. Catch pans on dock at each valve battery contain any leakage from dock-line connecting and disconnecting. Spare pans are available to contain leakage outside the valve batteries.
Waste Storage	Confirm regularly with HazMat contractor that roll-off bins and any other containers used for interim waste storage are fully sealed against storm water.

6) Assessment

Vessel unloading can introduce hydrocarbons onto the dock area where they could be washed into the harbor during a storm event. However, any small spills at the valve batteries are contained in the catch pans, which flow to the slop oil system. Routine inspection and cleanup further minimize the risk of storm water contamination from the dock. Any large spill would be controlled and cleaned up subject to the SPCC Plan and Oil Spill Contingency Plan.

The dock access road area has a low potential for exposure to pollutants. Possible sources are minor oil releases from vehicles in transit or parking and from waste storage. During the storm season, any contamination could wash directly into the harbor, so constant care is needed to avoid discharges. Present BMPs should be adequate, considering the limited pollution potential. The general BMP on pre-storm season inspection and cleanup provides additional protection against possible minor discharges to the harbor. In addition, the site-specific BMP for waste storage ensures that waste-storage units are fully sealed to contain against a release during a severe storm.

Materials stored in the warehouse are fully covered and contained. There is only a remote chance of contact with storm water. To control this and prevent any contaminated storm water drainage, this area will be fully contained and the hydrocarbons immediately cleaned up. The contained area will flow to a sump that is connected to the Slop Oil Recovery System.

B. AREA 2 Tank Farms West of La Paloma Avenue (Parcel 1 & Parcel 2) and Adjacent Facilities

1) Facilities, Activities, and Materials

- Parcel 1 Tank Farm: Three fixed-roof tanks used for hydrocarbon storage, pumps, and aboveground lines.
- Parcel 2 Tank Farm: Two fixed-roof tanks for hydrocarbon storage, pumps, and aboveground pipes, and an oil-water separator.
- Tank Cleaning. Tank cleaning is done infrequently on an as-needed basis, usually when a tank requires significant maintenance or repair. Tank cleaning generates oily residue.
- Control House. Fully enclosed building with administrative offices, a locker room, and the control room for the facility. None of its contents would contact storm water.
- South Truck Rack for Unloading of Feedstocks. Unloading system consists of a two-hose connection. Products offloaded at this rack are primarily decant, hydrotreated gas oil, and raw gas oil.

Pump and valve stations and electrical controls for hydrocarbon transfer and sampling stations.

2) Storm Water Drainage System and Flow Patterns

(a) Parcel 1

Currently, all storm water discharges from Parcel 1 and 2 are sent to the refinery wastewater treatment system. Discharge is treated and sent to the LACSD, subject to the LACSD's permit limitations. In Parcel 1, storm water drains through trenches to a sump located in the southwest corner of the parcel. During the dry season, discharge pipe is connected to the adjacent sump in the slop oil system. During the storm season, a sump pump delivers the water to the storm water management system via the oil-water separator located in Parcel 2.

(b) Parcel 2

In Parcel 2, storm water drains through a network of trenches directly to the oil-water separator for processing. Processed water from the oil-water separator is sampled and released at discharge point Serial 001, in accordance with Ultramar Inc.'s NPDES permit, through a line that runs to the east through Parcel 2, connecting to the La Paloma Avenue storm drain. Currently, we do not drain any storm water from this parcel.

(c) South Truck Rack

The South Truck Rack, which lies outside the containment walls for Parcel 2, drains to a sump at the northwest corner that is connected to the slop oil system. On either side of the Control House are two separate sumps associated with pumps and product sampling points, which are drained to two separate sumps also connected to the slop oil system.

3) Potential for Dust Generation

The tank farm area is primarily unpaved and can be a source of sediments in storm water.

4) Non-Storm Water Discharges

The only source of non-storm water discharges is water from tank and pipe hydrotesting. This is done infrequently. When it is done, the water is treated in the oil-water separators and discharged subject to the NPDES permit, which specifically covers this release.

5) Best Management Practices

The following table summarizes the BMPs for Area 2 of the Terminal.

TABLE 4

Best Management Practices Applicable to Area 2

ВМР	Description
Current Non Structural	•
Inspection	Routine inspection and cleanup of truck rack and pump areas area for any spilled hydrocarbons.
Truck Rack Housekeeping	 Collection buckets catch most of the oil lost during transfer so it can be returned directly to the system. Supplies of spill cleanup materials are available on site, and adsorbents are used to clean up small spills. A covered hazardous waste bin is available for oily rags and spent adsorbents. Instructions, including emergency and spill procedures, are posted for truck drivers. The truck racks are steam cleaned as needed.
Cleanup	Immediate and routine cleanup of any spills within the tank farm area. Residual material is manifested for offsite hazardous waste disposal.
Tank Cleaning/Tank & Pipeline Repair	Residual hydrocarbon and solid materials are removed in a way which minimizes the potential for soil contamination. The usual practice is to clean using a vacuum truck so there is no interim on-site storage of wastes. The wastes are manifested for off-site hazardous waste disposal. Any residues are promptly cleaned up.
Oil-Water Separator Operation	 Oil is removed by vacuum truck from the first stage of the separator. Oil-sorbant pads are used as necessary to remove residual oil. The separators are monitored for the presence of hydrocarbons. Whenever necessary the pads are replaced, and the used pads are temporarily stored for off-site HazMat disposal. The separators are periodically drained and inspected. When drained, heavy residual material that has accumulated in the bottom is removed and sent for off-site HazMat disposal.
Pre-storm Season Cleanup (September)	Pre-storm season: remove as much accumulated dust as possible from tank farm area, particularly around drains, gutters, and ditches to the oilwater separator. Clean all drain boxes.
Current Structural	
Tank Farm Containment	Full tank farm containment with walls, Parcels 1 approximately 8-10 feet high and Parcel 2 walls approximately 12 feet high, providing sufficient capacity to contain the volume of the largest tank plus precipitation.
Containment Exterior To Tank Farm	Pump areas outside tank farms have walled containment curbs or berms and drain to the slop oil system.
Treatment	All drainage inside tank farm area is treated in oil-water separator for removal of residual hydrocarbons prior to discharge.
Truck Rack Drainage	South truck rack graded to drain to sump in the slop oil system. Extruded curbs serve to contain storm water within the truck rack area and to prevent storm water runon.

6) Assessment

The potential for hydrocarbon contamination of storm water falling within the tank farm areas is minimized by the BMPs. Any spills or residual material from tank or line cleaning, or from pumps and valves, is promptly cleaned up. The Terminal maintains a full range of cleanup and equipment, and the operators are fully trained in cleanup techniques.

The tank farms have secondary containment for spills and leaks and to control storm water runoff and prevent runon. Areas of high potential for routine spills or leaks during transfer operations are typically controlled in localized containment areas. In such areas, spills and slop oil remain separate from discharged rainwater and are conveyed to the Slop Oil Recovery System. Although the Terminal controls the storm water discharges, exposure to bulk storage and transfer equipment containing residual amounts of oil products is unavoidable in the tank farms. Residual hydrocarbons are treated and removed by the oil-water separator.

The BMPs for the truck rack and pump areas ensure that storm water falling in these areas will go to the slop oil system for storage and treatment/recycling at the refinery and will not be discharged through the storm water system.

Because these tank farm areas are primarily unpaved, storm water draining into the oil-water separators may contain sediments. Some of these solid materials will settle out in the oil-water separators when there is sufficient residence time, but this may not be practicable during heavy storm events. The BMP for pre-storm season cleanup further mitigates releases of sediments.

C. AREA 3 Tank Farms East of La Paloma Avenue (Parcel 3 & Parcel 4/5) and Adjacent Facilities

1) Facilities, Activities, and Materials

- Parcel 3 Tank Farm: Four floating-roof, 64,500-barrel tanks used for hydrocarbon storage (see Appendix 1 for hydrocarbon service); pumps; and aboveground lines. Two slop oil tanks (99TK-1, 99TK-2). Oil-water separator. Portable diesel tank for pump compressor adjacent to tank TK-67001.
- Parcel 4/5 Tank Farm: Six tanks in hydrocarbon service (see Appendix 1). The four largest tanks are fixed roof and approximately 115,000 barrels. Two smaller tanks have floating roofs. Pumps, aboveground pipes, and an oil-water separator.
- Firewater pump with diesel-fuel storage and separate containment.
- Tank Cleaning: Done infrequently on an as needed basis, usually when a tank requires significant maintenance or repair.
- North Truck Rack for Unloading of Feedstocks: There are two active stations. A third, covered station is inactive and will not be returned to service.

2) Storm Water Drainage System and Flow Patterns

(a) Parcel 3

Storm water in Parcel 3 drains over the ground through area drains. Each tank has a separate, limited containment wall approximately two feet high. Separate drains in each area connect to the oil-water separator. The four large, floating roof tanks have internal roof drains connected to sumps at the tank bases, and which connect to the oil-water separator. Because of leaks in the drain systems of TK-67001, the drains are sealed, and a portable pump is used to convey rainwater from the tank roof through hoses to ground, then through surface drainage to the separator, thus bypassing the faulty roof drains. Treated water is discharged at Serial 002 by temporary hose to a surface drain on La Paloma Avenue, which flows to the main line. Currently, we do not drain storm water from this parcel.

A pump manifold near Tank 99-TK-67002 has separate concrete containment and a sump. The sump connects to the slop oil system.

(b) Parcel 4/5

In the Parcel 4/5 Tank Farm, storm water drains over the ground surface to the oil-water separator. Treated water is pumped at discharge point Serial 003 to the La Paloma Avenue storm drain system using a submersible pump in the separator. Storm water discharged from Parcels 4 and 5 is subject to the conditions and requirements of the NPDES permit. Any oil from spills at the pump and valve stations at the southwest corner of the parcel goes to a sump in the slop oil system.

(c) North Truck Rack

The North Truck Rack has a collection sump that connects to the Slop Oil Recovery System. Previously, during very heavy storms water running onto this area from adjacent streets could contribute to overload of the slop oil system. This problem was caused by insufficient capacity in the city storm drain system serving the roads and has been corrected by the rebuilding of the La Paloma Avenue main storm drain by the POLA. The inactive, covered loading rack has catch basins that were once tied to the oil-water separator in the Southeast Tank Farm. This connection is now permanently closed, and flow is only to the slop oil system.

3) Potential for Dust Generation

The tank farm area is primarily unpaved and can be a source of sediments in storm water. The oil-water separator serves to settle out some of this material prior to discharge.

4) Non-Storm Water Discharges

The only source of non-storm water discharges is water from tank and pipe hydrotesting. This is done infrequently. When it is done, the water is treated in the oil-water separators and discharged subject to the NPDES permit, which specifically covers this release.

5) Best Management Practices

The following table summarizes the BMPs for Area 3 of the Terminal.

TABLE 4
Best Management Practices Applicable to Area 3

ВМР	Description
Current Non Structural	•
Inspection	Routine inspection and cleanup of truck rack and pump areas area for any spilled hydrocarbons
Truck Rack Housekeeping	 Collection buckets catch most of the oil lost during transfer so it can be returned directly to the system. Supplies of spill-cleanup materials are available on-site, and adsorbents are used to clean up small spills. A covered hazardous waste bin is available for oily rags and spent adsorbents. Instructions, including emergency and spill procedures, are posted for truck drivers. The truck racks are steam cleaned as needed.
Cleanup	Immediate and routine cleanup of any spills within the tank farm area. Residual material is manifested for off-site hazardous waste disposal.
Tank Cleaning/Tank & Pipeline Repair	Residual hydrocarbon and solid materials are removed in a way which minimizes the potential for soil contamination. The usual practice is to clean using a vacuum truck so there is no interim on-site storage of wastes. The wastes are manifested for off-site hazardous waste disposal. Any residues are promptly cleaned up.
Oil-Water Separator Operation	 Oil is removed by vacuum truck from the first stage of the separator. Oil sorbant pads are used as necessary to remove residual oil. The separators are monitored for the presence of hydrocarbons. Whenever necessary, the pads are replaced, and the used pads are temporarily stored for off-site HazMat disposal. The separators are periodically drained and inspected. When drained, heavy residual material that has accumulated in the bottom is removed and sent for off-site HazMat disposal.
Pre-Storm Season Cleanup (September)	Pre-storm season: remove as much accumulated dust as possible from tank farm area, particularly around drains, gutters, and ditches to the oilwater separator. Clean all drain boxes.
Current Structural	
Tank Farm Containment	Full tank farm containment. Walls for Parcels 3 and 4/5 are approximately 4 feet to 5 feet high, providing sufficient capacity to contain the volume of the largest tank plus precipitation.
Pump Area Containment	 Pump area at southeast corner of Northeast Tank Farm has separate containment and drains to the slop oil system. Firewater pump at southeast corner of the Northeast Tank Farm has separate containment for stored diesel in the event of a spill.
Treatment	All drainage inside tank farm area is treated in the oil-water separator for removal of residual hydrocarbons prior to discharge.
Truck Rack Containment and Drainage	North Truck Rack has extruded curbs to prevent rainwater run-on and contain routine spills. North Truck Rack graded to drain to sump in the slop oil system

6) Assessment

The potential for hydrocarbon contamination of storm water falling within the tank farm areas is minimized by the BMPs. Any spills or residual material from tank or line cleaning, or from pumps and valves, is promptly cleaned up. The Terminal maintains a full range of cleanup and equipment, and the operators are fully trained in cleanup techniques.

The tank farms have secondary containment for spills and leaks and to incidentally control storm water runoff and prevent run-on. Areas of high potential for routine spills or leaks during transfer operations are typically included in localized containment areas. In such areas, spills and slop oil remain separate from discharged rainwater and are conveyed to the Slop Oil Recovery System. Although the Terminal controls the storm water discharges, exposure to bulk storage and transfer equipment containing residual amounts of oil products is unavoidable in the tank farms. Residual hydrocarbons are treated and removed by the oil-water separator. The BMPs for the separators provide for proper operation of these units.

The BMPs for the truck rack and pump areas ensure that storm water falling in these areas will be contained and pick up only minimal amounts of hydrocarbons. The storm water drains to the slop oil system for storage and treatment/recycling at the refinery and will not be discharged through the Storm Water System. Diesel tank containment prevents a release beyond the containment area.

The Parcel 3 Tank Farm is partially paved, but the Parcel 4/5 Tank Farm is unpaved. Because of its relatively large surface area, it is a greater potential source of sediments in storm water discharge. Some of the sediments will settle out in the oil-water separators when there is sufficient residence time, but this may not be practicable during heavy storm events. The BMP for pre-storm season cleanup further mitigates releases of sediments.

SECTION V

INSPECTION, REPORTING, AND TRAINING

The NPDES permit provides for monitoring and inspection at the Marine Terminal. This section provides for certain supplemental activities as prescribed in the NPDES permit. The objectives are to

- Provide the basis for evaluating and revising management practices at the Marine Terminal used to reduce or prevent pollutants in storm water discharges and authorized non-storm water discharges to meet changing conditions.
- Aid in the implementation and revision of the SWPPP as required by the NPDES permit.
- Measure the effectiveness of the BMPs in this SWPPP to prevent or reduce pollutants in storm water discharges and authorized non-storm water discharges.

A. Inspection Program

The inspection program will be (1) retained in writing at the Marine Terminal as part of the SWPPP, (2) revised whenever appropriate; and (3) readily available for review by employees or inspectors of the LARWQCB.

1) Non-Storm Water Discharge Quarterly Inspection

Each storm water area described in Section IV is to be inspected visually at least once each calendar quarter for the presence of unauthorized <u>non-storm water</u> discharges and the source of any such discharges. Identify all drains (inlet and outlet) connected to the storm drains. Visual observations are to be conducted in each of the following periods:

- January 1–March 31
- April 1–June 30
- July1 15–September 30 (Pre–Storm Season)
- October 1–December 31

The visual inspection is to determine unauthorized non-storm water discharges or other surface conditions that could affect the quality of storm water drainage. Visual observations are to document

- The presence of any discolorations, stains, odors, floating materials, or other substances which potentially can contaminate storm water.
- The source of any such substance.

If non-storm water discharges are observed, the responsible terminal operator is to

- Take appropriate responsive action to clean up the discharge.
- Implement preventive measure to eliminate the source of the discharge.

Visual inspections and corrective actions are to be recorded on the SWPPP Quarterly Inspection Form (Appendix 3). This inspection form serves to document the visual observation dates, locations observed, observations, and response taken to eliminate unauthorized non-storm water discharges and to reduce or prevent pollutants from contacting non-storm water discharges.

Visual inspection responsibility is as follows:

<u>Terminal Operations</u>: Conduct inspection and take corrective actions. Inspection and corrective action forms are to be sent to the Environmental Department.

<u>Environmental Department</u>: Coordination, corrective action monitoring, record keeping, and outside reporting.

2) Visual Monitoring of Receiving Water

General observations of the receiving water shall be made at each discharge point when discharges occur. During months of no discharge, the receiving water observations shall be made on a monthly basis.

Use the attached "Receiving Water Monitoring for Marine Terminal" form to document the observation made. The visual observations shall note on the form the presence of the following:

- Color of water
- Oil film or grease, floatable materials
- Extent of visible turbidity or color patches

- Direction of tidal flow
- Odor (if any) of the receiving water
- Presence and activity of California least tern and/or California brown pelican

3) Monitoring and Reporting

Sampling, analysis, and reporting is to be conducted under the terms of the NPDES permit.

4) Annual Comprehensive Site Compliance Evaluation

The Environmental Department, with coordination and assistance from the Marine Terminal Superintendent, will conduct an annual comprehensive site compliance evaluation at the end of each wet season, but not later than June 15. The SWPPP shall be revised, as appropriate, and the revisions implemented within 90 days of the evaluation.

The annual evaluation will include the following:

- A review of all visual observation records, inspection records, and sampling and analysis results.
- A visual inspection of all potential pollutant sources for evidence of, or the potential for, pollutants entering the drainage system.
- A review and evaluation of all BMPs (both structural and non-structural) to determine whether the BMPs are adequate, properly implemented and maintained, or whether additional BMPs are needed.
- A visual inspection of equipment needed to implement the SWPPP.
- An evaluation report that includes the following:
 - i. Identification of personnel performing the evaluation
 - ii. The date(s) of the evaluation
 - iii. Necessary SWPPP revisions
 - iv. Schedule, as required in Section G.8.d of the NPDES permit, for implementing SWPPP revisions
 - v. Any incidents of non-compliance and the corrective actions taken

5) Satisfaction of Program Objectives

The program defined in this section meets the program objectives because the Storm Water System will be monitored by a combination of visual inspections and storm water sampling and testing. Testing of discharges and observation of storm water from each of the Terminal areas will allow management to evaluate whether the BMPs identified for each area are sufficient. If pollutants are measured or observed that exceed limitations or otherwise are present in significant quantity, a determination can be made whether one or more additional BMP is warranted for that area. Regular visual observation of the discharge points during storm events will inform the operator whether additional control of surface hydrocarbons is required.

B. Record Keeping and Reporting

Record keeping and reporting is the responsibility of the Environmental Department.

1) Record Keeping

Records of all storm water inspection information and copies of all reports required by the NPDES permit shall be retained for a period of at least five years. These records shall include

- The date, place, and time of site inspections and visual observations;
- The individual(s) who performed the site inspections and visual observations;
- Non-storm water discharge inspections and visual observations and storm water discharge visual observation records; and
- Records of any corrective actions and follow-up activities that resulted from the visual observations.

2) Annual Report

An Annual Report is to be submitted to the Executive Officer of the LARWQCB by March 1 of each year. The Annual Report is to include

- Both tabular and graphical summaries of the monitoring data obtained during the previous year;
- A discussion on the compliance record and corrective actions taken;

- A report discussing the following (1) operation/maintenance problem (2) changes to the facility operations and activities (3) potential discharge of pollutants associated with the changes in operations (4) calibration of flow meters or other equipment/device used to demonstrate compliance with effluent limitations of the facility NPDES permit;
- A report of all chemicals and quantities used at the facility that are discharged or have the potential to be discharged;
- A report on the status of the implementation and the effectiveness of BMPs and the SWPPP.

The Annual Report is to be signed and certified in accordance with Standard Provisions 9 and 10 of Section C of the General Permit.

The Annual Report is to be submitted using the annual report forms provided by the State Water Board or the LARWQCB or on a form that contains equivalent information.

C. Employee Training

Employee training is done annually through Ultramar's Computer Based Training system.

D. Additional Requirements

The NPDES Permit establishes the following additional requirements:

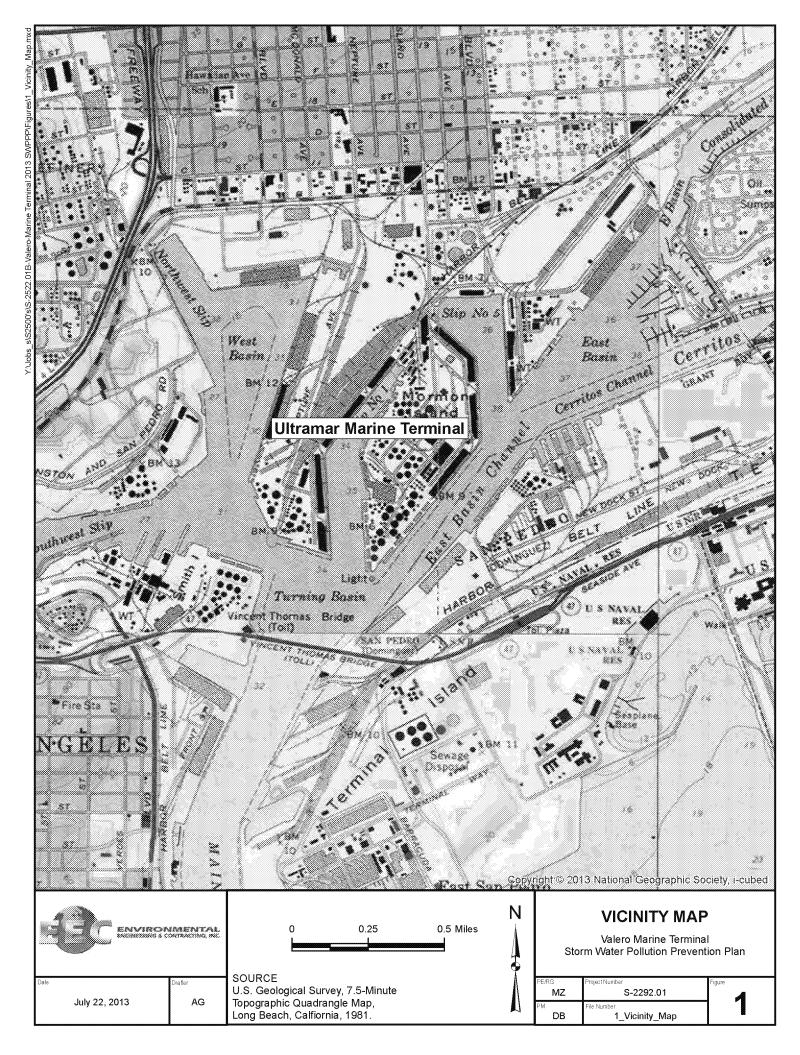
- The SWPPP shall be retained on-site at the Marine Terminal and made available upon the request of a representative of the LARWQCB and/or the POLA.
- The LARWQCB may notify the Terminal when the SWPPP does not meet one or more of the minimum requirements of this section. As requested by the LARWQCB, the Terminal shall submit an SWPPP revision and implementation schedule that meets the minimum requirements of this section. Within 14 days after implementing the required SWPPP revisions, the Terminal shall provide written certification to the LARWQCB that the revisions have been implemented.
- The SWPPP shall be revised, as appropriate, and implemented prior to changes in Terminal activities that (i) may significantly increase the quantities of pollutants in

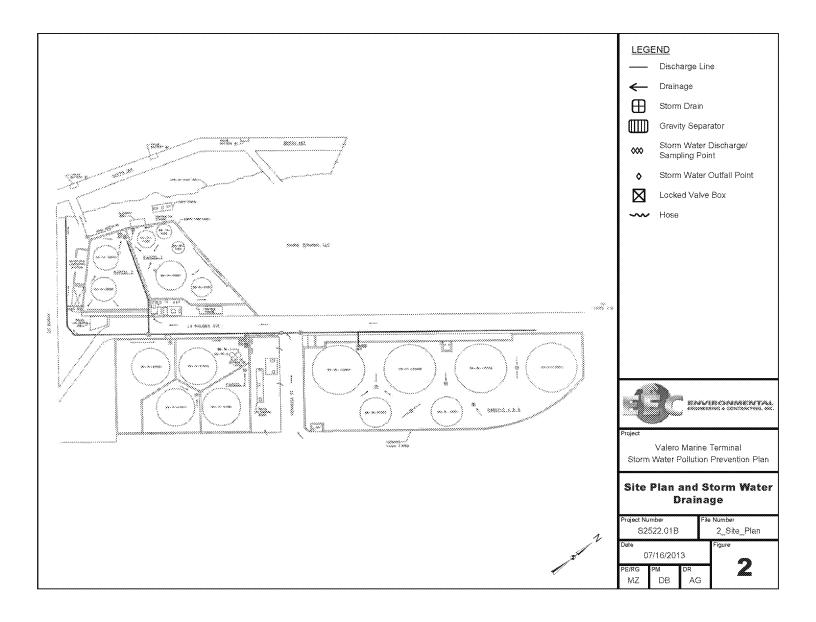
storm water discharge, (ii) cause a new area of industrial activity at the facility to be exposed to storm water, or (iii) begin an industrial activity that would introduce a new pollutant source at the facility.

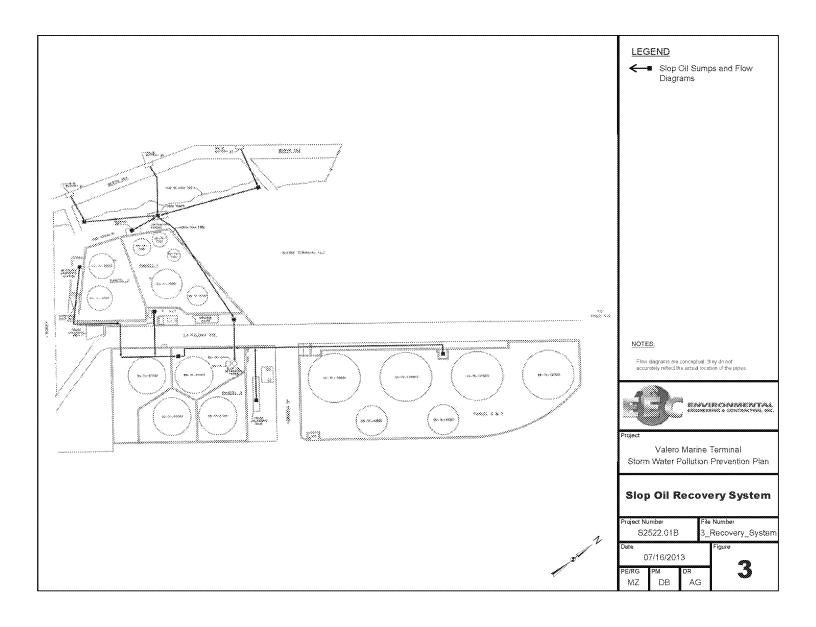
• The SWPPP shall be revised and implemented in a timely manner, but in no case more than 90 days after the Terminal determines that the SWPPP is in violation of any requirement(s) of the NPDES permit.

The SWPPP is considered a report that shall be made available to the public by the LARWQCB under Section 308(b) of the Clean Water Act.

FIGURES







STORAGE TANK SERVICE AND MATERIALS STORED

Tank Service May Change from Time to Time

Bulk Storage Tank	Material Stored	Nominal Capacity (barrels)
Parcel 1 Tank Farm		
99-TK-40001	Gas Oil	38,000
99-TK-11001	Decant Oil	11,500
99-TK-21001	Decant Oil	20,000
99-TK-7301	Slop Oil	6,500
99-TK-7302	Slop Oil	6,500
Parcel 2 Tank Farm		
99-TK-30001	Gas Oil	28,500
99-TK-30002	Gas Oil	28,500
Parcel 3 Tank Farm		
99-TK-67001	LSR Naptha	64,500
99-TK-67002	Alkylate	64,500
99-TK-67003	Raffinate	64,500
99-TK-67004	Renewable Diesel	64,500
99-TK-1	Slop Oil	400
99-TK-2	Slop Oil	400
Parcel 4/5 Tank Farm		
99-TK-120001	HTGO	115,000
99-TK-120002	Distillate	115,000
99-TK-120003	Naphtha	115,000
99-TK-120004	Naphtha	115,000
99-TK-42501	RGO	40,000
99-TK-42502	LCO	40,000

STORM WATER POLLUTION PREVENTION TEAM

Responsibility	Responsibility Position	
1. Overall SWPPP Responsibility	Environmental Health and Safety Director	J. Lee
2. Overall SWPPP Coordination	Environmental Waste Program Coordinator	S. Hubbard
3. SWPPP Implementation Responsibility	Terminal Supervisor	M. Snyder
4. Terminal Storm Water System Operation	Terminal Superintendent	M. Snyder
5. Inspection and Monitoring	Terminal Supervisor Environmental Waste Program Coordinator	M. Snyder S. Hubbard
6. Reporting and SWPPP Revision	Environmental Waste Program Coordinator	S. Hubbard
7. Training	Computer Based Training	

RAINFALL RUN OFF PERMIT COMPLIANCE FOR THE WILMINGTON MARINE TERMINAL

The purpose of this document is to establish management of rainfall runoff that complies with permit conditions for rainfall disposal to the harbor. The permit conditions are set by the EPA and the California Regional Water Quality Control Board. Our National Pollutant Discharge Elimination System permit (NPDES) allows only storm water runoff to be drained directly to Los Angeles Harbor without treatment.

Although the NPDES will stay valid, under normal operating conditions, the Valero Wilmington's Marine Terminal shall not discharge storm water to the Los Angeles Harbor. The Marine Terminal currently has the capability to recover accumulated storm water from parcel's 1-5. Storm water discharge kits are located in the main office at the Terminal. In the event that an extreme situation presents itself, ie; tsunami or a threat to float a tank roof, the following steps shall be taken to ensure compliance with the Terminal's NPDES permit requirements.

- 1. Immediately notify supervision that a storm water discharge is imminent.
- 2. Notify Test America's Project Manager Camille Murray that samples will need to be picked up.
- 3. Verify that no sheen is present in the oily water separator.
- 4. Discharge samples must be pulled within 4 hours of discharge.
- 5. Fill storm water sample bottles (chain of custody must be completely filled out).
- 6. PH must be tested using PH paper with test results between 6.0-9.0.
- 7. Notify Test America's Project Manager Camille Murray that samples are ready for pickup. Samples must be picked up and analyzed within 24 hours. Storm water samples analyzed after a 24 hour period will be considered void.
 - 7a. Test America's Project Manager Camille Murray's information is as follows: Main

Office (949) 261-1022, Cell number (321) 474-2437.

The following information is required to be recorded on the Rainfall Runoff Control Sheet;

- 1. Start and stop times of rainfall discharge.
- 2. Sample time.
- 3. Record the obtained PH test result.
- 4. Record the rain gauge readout and operators initials.
- 5. Send a completed copy of the Rainfall Runoff Control Sheet to the Environmental Department.

Valero Marine Terminal

STORM WATER AREA QUARTERLY VISUAL INSPECTION FORM

Quarterly Inspection Period	Storm Water Management Areas	Responsibility
(Check Appropriate Box)		
θ March 1– March 30	Inspect each designated management area. Note each required corrective	Inspection Team: Inspection and corrective actions
θ July 1– July 30	action under "Corrective Actions," Page 2.	
θ September 1- September 30 (Pre- Storm Season)		Environmental Department: Coordination, corrective action monitoring,
θ December 1– December 30		record keeping, and reporting

INSTRUCTIONS

Visually inspect each area for the presence of any non-storm water discharges (e.g., rinse water, hydrocarbons) or other surface conditions which could affect the quality of storm water drainage. Clean water discharges (e.g., fire water) are excluded.

DISCHARGES PRESENT (yes of no): TVPE, LOCATION, AND SOURCE	FLOATING MATERIALS, ODORS, SHEENS, DISCOLORING	SURFACE CONDITIONS: STAINS, OIL, ODORS, OTHER MATERIALS	INITIAL

CORRECTIVE ACTIONS

ITEM#	CONDITION	RESPONSIBLE INDIVIDUAL	CORRECTIVE ACTION TAKEN	WORK ORDER	DATE COMPLETED	INITIAL

* DO NOT FORWARD TO THE ENVIRONMENTAL DEPARTMENT UNTIL ALL DEFICIENCIES HAVE BEEN CORRECTED!			
Inspected by (print):	Date of Inspection:		
Inspected by (sign):	Date all deficiencies corrected:		

TRAINING SYLLABUS

MARINE TERMINAL STORMWATER POLLUTION PREVENTION

The training of stormwater pollution prevention under the Refinery's Stormwater Pollution Prevention Plan (SWPPP) is provided for all appropriate personal in order to promote pollution prevention in Refinery stormwater. The Computer based training will be conducted annually prior to pre-storm season. The training is consist of:

Part 1: Overview of Stormwater Pollution Prevention Policies and Plans

Part 2: Stormwater Management Procedures and Best Management Practices

Part 1

Stormwater Pollution Prevention Policies and Plans

A. Policies

- The Marine Terminal will implement the management practices necessary to prevent pollution in its stormwater.
- Stormwater is to be managed in two separate systems to best prevent pollution :
 - For tank farm surface areas through the Stormwater Collection, Treatment and Discharge System, treated in oil water separators, and discharged to the La Paloma Storm Drain to the Harbor
 - For <u>areas with potential for high amounts of oil</u>, through the Slop Oil Recovery System, sent to the Refinery for oil recovery.
- It is the responsibility of all refinery staff to control the sources of contaminants in stormwater.

[Insert Figure 2 and Figure 3 from SWPPP as slides and review both the Stormwater System and the Slop Oil System]

B. Stormwater Pollution Prevention Plan

- The Marine Terminal has prepared a Stormwater Pollution Prevention Plan (SWPPP) which complies with the requirements of the U. S. Environmental Protection Agency and State Water Resources Control Board regulations for stormwater pollution control. It is maintained and updated at the Refinery.
- Other refinery plans are applicable to stormwater pollution prevention, including:
 - Spill Prevention Control and Countermeasure (SPCC) Plan
 - Oil Spill Response Manual
 - Business Plan
 - Risk Management and Prevention Plan

C. Best Management Practices

Best Management Practices (BMPs) were prepared and will be followed to prevent pollution to stormwater. There are two types of BMPs set out in the SWPPP:

Structural BMPs are structural improvements that reduce, prevent or control pollutants in stormwater, for example, retention basins, bermed or diked areas, sewers, runoff and flow controls, and treatment

The Stormwater Collection, Treatment and Discharge System and the Slop Oil System are the two principal structural BMPs at the Marine terminal.

- Non-Structural BMPs include good housekeeping practices, such as regular cleanup of sumps, inspections, preventive maintenance, immediate spill cleanup, good materials handling practices, and record keeping
- Each operator must understand and implement the BMPs for his operating area, particularly during from the October 1 to May 30 wet season.

By applying the BMPs, this stormwater is to be kept free of significant contaminants. If not, the BMPs must be modified to prevent significant contaminants from entering the Stormwater System.